



AETC News Clips

Altus AFB, Okla.



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AFB officials, school board at odds over schedule

By Sonya Ray and Mike Andrews

ALTUS -- Altus Air Force Base officials are crying foul over the addition of 30 minutes onto the school day and the addition of school sports to the regularly school day.

Col. Linda Medler, the base's ex-officio member of the school board, issued a press release protesting the schedule changes.

"We have had several changes over the last couple of years, we haven't given the changes a chance to see if they would work before making new changes," Medler said. "We need stability in our schedule."

Altus AFB school liaison officer Ron Salafia said that parents are concerned that the extra class period was added for the wrong reasons and is calling on the Altus School Board to build more support from the military community before making such decisions.

"We supply an enormous amount of kids to the school system. We want to look out for the base, as well as the community," Salafia said. "We want people to show up more and be aware of what's happening at these board meetings."

Salafia says the school board has changed the class schedule five times in the past five years. This year the school board added another class period to high school student's schedule. Salafia says that he believes that the school board is adding another class for sports, not academic, reasons.

"We just do not feel the move to add another class period was investigated. They did not give parents time to consider the issue and that is where our concern lies," Salafia said. "The school district receives over a million dollars because of the base. We just want to make sure decisions are being made to benefit the students and their families."

Altus Public Schools received more than \$1.5 million in federal dollars through the impact aid program. In the past five years, Altus has received more than \$7.6 million in impact aid.

Altus School Superintendent Bob Drury said that all community members, including Altus Air Force representatives, have known about the community's desire to restore athletics to the regular class day. Athletics had long been a part of the school system schedule, but were cut when the state faced a budget crisis in 2003. Putting athletics back into the school day necessitated the change from six class periods to seven and the additional 30 minutes in the high school day. He said that students who wish to attend athletics after school can enroll in seven academic classes.

Drury also said that one of the schedule changes referred to by Salafia was a change from the trimester system to a six-class regular schedule that was requested by the base to ease military dependents into the system who often have to enter in the middle of the year.

Medler said she feels that the vote to add an additional class period, to extend the day to 3 p.m. and to put sports back into the high school day was made prematurely. She said that the board did not provide ample time to research the issues or allow time for open discussions.

"We don't always have enough open discussion. The public should have been given a month to digest the issue before it was voted on," Medler said. "I think it would be very helpful if parents come and sit through a meeting to be more informed."

Drury said that until Medler read a statement opposing the extension of the school day and the restoration of in-

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school athletics, no one had come forward to oppose it. The board voted to restore in-school athletics in March.

"This decision has been in the making for two years," Drury said of cutting in-school athletics in 2003. "Finances were so poor we knew we had to do it even though we knew it would be unpopular, and we knew we would eventually put it back in."

Drury said in-school athletics are especially important for a 5A school in a corner of the state isolated from most of its opponents. The athletic period at the end of the day allows teams to leave in time for games in other parts of Oklahoma without missing academic subjects.

The Altus School Board meets the second Monday of each month at the Board of Education located at 219 N. Lee. The board consists of members that are required to represent the needs of students and families. Parents are encouraged to attend the meetings to add input on decisions made. The next school board meeting is scheduled for 5 p.m. Sept. 12.



AETC News Clips

Lackland AFB, Texas



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Guide to S.A. — San Antonio has historic ties to the military

By Scott Huddleston

San Antonio Express-News

14 Aug 05

Though one of San Antonio's historic air bases is on a federal hit list, the city's economic and cultural ties to the military stand to endure the test of time.

"We're in line to gain more jobs in the overall plan," former Mayor Howard Peak, chairman of the Brooks Development Authority, said of a preliminary base closure plan released by the Pentagon in May.

The city's four active military bases employ about 74,500 people, including active-duty guard and reserve members and civilians, and inject \$2.8 billion annually into the local economy. Businesses with military contracts generate more than \$2.5 billion.

If a Pentagon plan to remove Air Force missions from Brooks City-Base is passed in September, the Southeast Side base used to train World War I pilots and test aerospace equipment could be converted to a business and technology park.

But the overall plan, now under review by a base-closure panel, would give San Antonio a net increase of nearly 3,500 military and civilian jobs — most of them at Fort Sam Houston, the city's oldest military post.

A formal proposal for a permanent Army post here was made in 1870, but Secretary of War W.W. Belknap illegally held up funding until 1875. He resigned the next year rather than face impeachment proceedings linked in part to his refusal to administer appropriations made for the post.

In 1890, the post was named for Gen. Sam Houston.

San Antonio's link to military flight dates to March 1910, when Lt. Benjamin Foulois made some of the earliest experimental flights at the post. His craft, Aeroplane No. 1, is now at the Smithsonian Institution's National Air and Space Museum.

World War I forced the Army to add two San Antonio airfields in 1917 — Kelly Field on the Southwest Side, and Brooks.

Kelly AFB, which became an air logistics center and cargo-aircraft maintenance facility, was targeted for realignment in 1995 and later privatized. The complex, today called Kelly USA, is used for aircraft maintenance and warehouse storage. Lackland AFB, which developed west of Kelly as a cadet training site in 1942, is now the Air Force's home of basic training, with specialized courses in a range of disciplines.

Lackland also includes Wilford Hall Medical Center, a hospital and Level 1 trauma center.

Randolph AFB in northeast Bexar County was built in 1928, and was a training facility for pilots in World War II and the Korean War. Its functions now include advanced flight training and personnel management.

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Under the Pentagon plan, Lackland would lose 3,140 jobs, as many would be moved across town to Brooke Army Medical Center at Fort Sam. Brooks City-Base would lose 2,923 military and civilian jobs.

Fort Sam would have a net gain of 9,364 jobs, and Randolph would net 182.

"Obviously we have a mixed bag. It looks like San Antonio, as a whole, is going to be a net beneficiary," U.S. Sen. John Cornyn, a Texas Republican from the Alamo City, said when the Pentagon proposals were announced.



AETC News Clips

Laughlin AFB, Texas



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End of an era

[By Bill Sontag](#)

Published August 12, 2005, p. 1

An airframe that has trained thousands of Air Force fighter/bomber jet pilots at Laughlin Air Force Base since the 1960s soared into the sunset Thursday, while the same jet, fitted out with high-tech instrument panels and re-energized engines sat on the flight line ... waiting.

Four pilots in T-38A "Talon" jet trainers, formed tightly over the Laughlin control tower, screamed above Class 05-13 at its final evening retreat ceremony in Heritage Park, bidding goodbye both to the graduates who will pin on the coveted silver wings of an Air Force pilot tomorrow and to the "A" model "Talon." As the last flyover was announced and thundered overhead, and class members stood in formation, friends, loved ones, parents and Air Force personnel applauded respectfully.

The new T-38C model trainer looks nearly identical, on the outside, to its obsolete cousin, but boasts mirrors of technologies found in modern fighters and bombers that the "A" model could not. In particular, the "C" model's "heads up" display of digital instruments trains pilots for nearly identical equipment already installed in the advanced high-performance aircraft to which the young pilots will graduate.

Class 05-13 is the last batch of graduates trained in the "A" model T-38. Though instructor pilots such as Capt. Adam Palmer, Sumner, Wash., are thoroughly cross-trained in both models, students were not permitted such latitude at the level of instruction delivered in Specialized Undergraduate Pilot Training.

Palmer graduated from SUPT at Columbus Air Force Base, Miss., and is now working toward the end of his second of three years as an IP with the 87th Flying Training Squadron, the "Red Bulls." Palmer's squadron flies nothing but T-38s and, now, nothing but the "C" model with its "glass cockpit" of instruments projected onto transparent panels in the pilot's field of vision through the windshield.

"This is the next generation of aircraft," Palmer explained, addressing the mixed feelings of his young charges just graduating with exposure limited to the old analog equipment of the "A" model.

The T-38A analog instruments guided an aircraft that was "simpler, but tougher to manage." But Palmer sees the more difficult cockpit duty in the "A" model as a stimulus to learn from the basics to the more advanced information systems of the "C" model and the increased complexity and abundance of information at a pilot's disposal.

"In their first sim (flight simulator machine), they won't even know where to look for instrument data," Palmer cautioned, but added that familiarity will eventuate, and management of vastly improved information will kick in as a pilot develops proficiency with the new controls and instruments.

2nd Lt. Luke Layman, hailing from Raleigh, N.C., will train next for his ultimate assignment in the A-10 "Thunderbolt" close air support twin-engine jets. He will receive his wings at today's graduation ceremonies, and looks forward to his training at Davis-Monthan Air Force Base, Tucson, Ariz. Referring jokingly to the T-38A's dials and instruments as "steam gauges," Layman nonetheless defended the training in it as more comprehensive understanding of the jet's abilities and limitations.

Capt. Adam Court, from Old Forge, N.Y., echoed Layman's sentiments. "The 'A' instrumentation helps you to develop a God's eye view of where you are in the area," said Court, explaining that less

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dependence on technology provides a realistic comprehension of the jet's characteristics in flight.

Both Court and Layman are headed next for Moody Air Force Base, Georgia, for "Introduction to Fighter Fundamentals," and their first exposure to the T-38C and its high-tech instruments.

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Business takes off at KellyUSA

By Adolfo Pesquera
San Antonio Express-News
12 Aug 05

ProserveAnchor double girder cranes slide the rails above 85-foot-wide bays in a huge state-of-the-art steel yard at Triple-S Steel Supply Co.'s new home at KellyUSA.

Bruce Peele, manager at this Houston-based company's branch, has plenty of elbowroom. That's something he can appreciate. Peele managed the company's previous home on Castroville Road. Then Triple-S bought the Intsel company in Schertz and chose to consolidate the two steel distribution warehouses.

"Intsel had to move to make room for a lumber company," Peele said. "For three months, we had to share space at the Castroville location. That was no fun."

Those temporary accommodations might have lasted longer had it not been for the company's decision to build its new warehouse at KellyUSA.

"They were under a time crunch," explained Terry Britton, development director for KellyUSA. The former Air Force base now under management of the Greater Kelly Development Authority is exempt from the city's platting process. "That saved some time."

Triple-S will celebrate its first year at KellyUSA on Oct. 1.

The deal that brought it there was but one example of the versatility KellyUSA's team has shown in finishing projects and attracting new businesses.

"The Triple-S building was a long-term ground lease," Britton said. "The building was so unique, they wanted to own it."

The GKDA was concerned that Triple-S not build a traditional steel supply distribution warehouse. Located near the runway and a proposed main road, the building would have high visibility and GKDA was hoping for a first-class structure.

Gary Stein, company president, reassured the authority by hiring Lake/Flato Architects. The warehouse, with its open-air, sunlit roof design and angle iron trellis overhangs, goes a long way toward shaking off the musty image of KellyUSA as a vast tract of run-down World War II-vintage buildings.

That image still sticks, but Britton argues it is increasingly undeserved. The master plan for a multimodal international logistics port lacks many components, but it's well on its way.

The GKDA inherited almost 12 million square feet of buildings in the 2001 turnover. What couldn't be used was demolished and old foundation slabs broken into rubble were reused as base in new foundations. Today, 96 percent of 8.5 million square feet is under lease to 63 companies, including such giants as Lockheed Martin Corp., Pratt & Whitney and General Dynamics.

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At East Kelly, GKDA installed a 20-ton crane to transfer steel from rail cars to trucks for hauling to the other end of KellyUSA. Without the crane, Triple-S wouldn't be at KellyUSA, Britton said.

While a ground lease worked for Triple-S, bringing a custom jet manufacturer required a build-to-suit lease contract on a very short time frame.

Gore Design Completions, based at San Antonio International Airport, needed to expand. The company customizes jumbo jets to provide luxurious interiors for heads of state worldwide. Some recent clients included the leaders of Turkmenistan and Kazakhstan, Britton said.

In less than a year, GKDA created a 122,000-square-foot hangar that can accommodate three large jets. The authority razed a 50-year-old box factory and was able to save time and nearly \$1 million by sparing and repairing the foundation.

The \$13 million cost was covered with a line of credit from Frost Bank and income from infrastructure charges, the GKDA's equivalent of a property tax.

Adjacent to a runway still shared with the Air Force and sensitive to its client base, Gore Design's plant is one place at KellyUSA still off limits to the public. But its facade, highlighted by a long metal canopy breezeway entrance, is designed to impress.

Last month, GKDA finished work on three office-flex buildings totaling 184,400 square feet. Two adjacent pads are ready for adding 120,000 square feet, if needed.

The GKDA undertook the project on speculation, yet knowing it had run out of room in Class A properties for the kind of tenants the authority wants.

"We're about to sign our first lease on 25,000 square feet," Britton said.

To date, the authority has done all development in-house. The gradual transition of KellyUSA from its status as an air base leased to the city to one that is owned by fee simple title is to be complete by 2007.

The current five-year plan anticipates completion of major roads — including a 36th Street entrance from U.S. Highway 90 — within a few years. In anticipation, GKDA is looking to open the base to third-party developers.

Of the \$364 million the authority estimates it will need to complete the projects on its current five-year plan, 67 percent will have to come from the private sector.

Jorge Canavati, KellyUSA marketing director, said talks with an as-yet-undisclosed third-party developer are ongoing for a rail-served warehouse at East Kelly. The goods to fill it would come from Mexico.

Canavati was on a fact-finding mission this week with executives in town from Pacer Stacktrain's Mexican operations. The authority would very much like to have Pacer Stacktrain, a pioneer in double-stack rail car technology, commit to using KellyUSA as a distribution point for Asian goods coming to the United States through Mexican ports in Manzanillo and Lazaro Cardenas.

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"KellyUSA came up with this concept because we know the proper players for this concept to work," Canavati said. "We presented this concept to them. They said this is very doable."

The prospective partners are now conducting due diligence, he explained, talking to freight forwarders and cargo handlers to estimate potential volumes of cargo and price them accordingly.

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Thornberry vows to fight changes

By Michael Hines/Times Record News
August 12, 2005

Mac Thornberry still doesn't know how he'd vote on proposed personnel changes at Sheppard Air Force Base, but he is sure about one thing: he won't stop fighting those changes from occurring.

The U.S. representative held a news conference Thursday afternoon to discuss the upcoming timetable for the Base Realignment and Closure process. He highlighted upcoming key dates, including the commission's final deliberations held publicly the week of Aug. 22. After voting on each military installation, the commission will send a revised list to the president Sept. 8. On Sept. 23, the president is expected to approve or disapprove those recommendations, and that decision would head to Congress for approval or rejection.

But what would he vote when that recommendation comes before Congress?

"Sheppard and other communities have pointed out discrepancies" in BRAC recommendations, he said. "I need to see what the BRAC community thinks about those."

Still, efforts to avert personnel changes were continuing even on the day of the news conference, Thornberry said.

"We've had continued contact ... trying to clarify some of the underlying assumptions that" BRAC used, he said.

BRAC recommendations originally slated Sheppard to lose about 2,600 personnel directly. That would cause a total job loss of 4,400 workers and possibly an economic hit ranging from \$80 million to \$120 million.

Local efforts to counter the changes have been really been impressive, Thornberry said.

"The community has come together in an amazing way," he said.

In particular, members of the Military Affairs Committee have been able to open some eyes, Thornberry said. Those members were able to provide countering evidence about changing Sheppard's personnel during a base tour by a BRAC commissioner and at a subsequent meeting in Washington, D.C., with BRAC staff members.

"The feedback we're getting formally and informally is that it was very informative," Thornberry said.

Among the evidence was showing how much cheaper it would be to move the initial medical training to the local base. With construction costs, for instance, Fort Sam Houston would need to spend more than \$226,000 in military construction to handle the added mission. If the medical training came to Sheppard, only \$123,000 worth of construction would be needed.

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"We think there's a lot of support for it," he said of the option, though he cautioned that such positive feedback wouldn't necessarily avert job losses.

The public will get a chance to view that evidence in greater detail on Aug. 23. That's when MAC members will present their case during a public forum at the Ray Clymer Auditorium. The event begins at 5:30 p.m.

"I think the citizens would welcome the idea of learning what the community is doing," said Darrell Coleman, Times Record News publisher and MAC vice chairman. "I would encourage the public to attend the forum and learn exactly what the Military Affairs Committee has been doing to support Sheppard Air Force Base."

It's work that residents should be proud of, Thornberry said.

"When you see the mayor, county judge and members of the Military Affairs Committee, pat them on the back" he said. "They've put in a lot of work."